

National Multimodal Freight Network (NMFN)

Background

- Required by FAST Act, the interim National Multimodal Freight Network (NMFN) as specified by US Congress consists of:
 - The Primary Highway Freight System (a 41,518-mile network designated in the FAST Act) and all other Interstate Highways.
 - All class I rail lines, rail lines that connect to ports included in the NMFN, and routes on Department of Defense's (DOD) Strategic Rail Corridor Network.
 - Ports with an annual trade of at least 2 million short tons, plus three additional ports identified as strategically important by DOD.
 - Inland and intra-coastal waterways, the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes.
 - Fifty-six airports, which consist of the top fifty airports by freight weight landed by two different measures.
- US DOT seeks comments from agencies on the interim network, including specific additions to, or alternative measures for determining the composition of the final NMFN.
- Not tied to the current National Highway Freight Program (NHFP) funding.
- US DOT seeking input from stakeholders including states, MPOs, local governments, freight system users, transportation providers, railroads, ports, and airports.

Factors for establishing the final NMFN

- USDOT will use data on significant freight movement to establish the final NMFN, including:
 - Origins and destinations of freight.
 - Volume, value, and strategic importance of freight.
 - Access to border crossings, ports, and pipelines, manufacturing, agriculture, natural resources, or energy development.
 - Economic factors and balance of trade.
 - Intermodal links that promote connectivity.
 - Freight choke points.
 - Impacts on modes that share freight infrastructure.
 - Corridors that MPOs, states, or multi-state coalitions identify as important.
 - Distribution centers and first-/last-mile links.
 - Global and domestic supply chains.

Comments Requested

USDOT seeks comments on corridors and intermodal connections that are important for one of the factors noted above and were not included in the interim network. Comments proposing additions should use the most recent data. USDOT also seeks comments on the following specific issues:

- **Highway:** The size and composition of the highway freight network. Specifically, should the 65,000-mile highway network included in the draft Multimodal Freight Network released in October 2015 be used as the highway freight network?
- **Rail:** Include all class I rail lines (totaling 95,200 miles) or a 49,900-mile network (that carries 60 percent of rail freight by weight)? Which methodology?
- **Maritime:** Which ports are unique in handling critical cargo, which should be included despite overall low total freight handling?
- **Aviation:** What appropriate data to use to determine the airports to include?

Opportunity to submit proposed designations for inclusion in the NMFN and states to gather input from stakeholders including MPOs, State Freight Advisory Committees, and owners of freight facilities.

Timeline (2016)

- June 6th: Federal Register DOT-OST-2013-0053 released.
- July 6th: Caltrans outreach (email) to the California Freight Advisory Committee, MPOs/RTPAs, and Districts to initiate comment collaboration.
- July 27th: Caltrans emailed preliminary comments.
- August 17th: Caltrans requests partner agencies to share their comments.
- September 6th: Comments due to US DOT.
- December 4th: US DOT anticipates to adopt final NMFN.
- Revisit every 5 years, or sooner.